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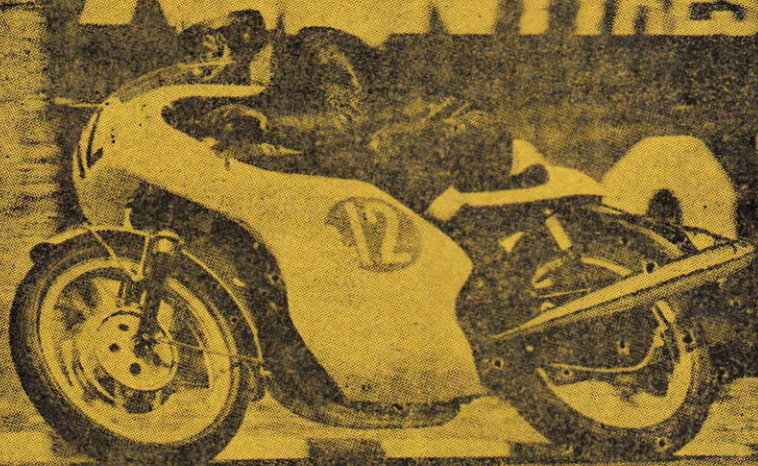
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Ladies and Gentlemen,

The Ixion Motor Cycle Club of Wellington and the Manawatu Orion Club of Palmerston North combine to present to you a weekend of trials ridings organised by world famous Sammy Miller.

The earnest hope is that trials riding in New Zealand will grow in strength and following from this gathering. Firstly from the advice and coaching which is being offered to all competitors here. Secondly from the outstanding demonstration which we are all to see from Sammy Miller.

Trials differ fundamentally from other more spectacular and much publicised branches of motor cycling so the opportunity is taken in this programme to explain the differences and to describe some aspects of the sport.

Programme of Events

Saturday 27th June—Trials school.

Saturday evening—Film evening and talk.

Sunday—Observed section trial.

Note: There will be a presentation of trophies after the trial as soon as the results have been listed.

Acknowledgements

Ixion and Manawatu-Orion acknowledge with thanks the assistance which has been received from many sources to have made this trials weekend possible.

Special thanks are noted to Messrs Harris, Barendregt, James and McCarthy for the use of their farms; to Mr George Stock and Mr Len Southward for their generous donations of trophies; to the Venturer Scout Group for their gatekeeping and control duties; to the officials and observers; and finally to the advertisers in this programme. May we heartily recommend their products and services to you all.

WHAT IS AN OBSERVED TRIAL?

The first point to appreciate is that an observed trial is **not** a race. Therefore it bears no resemblance to a scramble, moto cross, hill climb, road race, beach race or any other speed event.

So having cleared the air on what observed trials are not lets look at what they are.

OBSERVED SECTIONS:

A trials course, (usually in N.Z. spread out over a farm property), is divided up into separately numbered hazards called observed sections. These hazards may encompass slippery rocks, stony stream beds, steep climbs up banks or gullies and equally steep descents. Bogs, muddy banks, and fallen logs may also figure prominently.

The boundaries of the sections, outside which a rider may not ride, are marked by flags (or tape) with always red coloured flags on the right hand side, white on the left. Each section may be thirty yards or more long, depending on the severity of the obstacle to be overcome. The beginning of each observed section is labelled with a number for identification and its finish is marked with an exit peg. Many of these sections, arranged to incorporate as many hazards as a farm property will yield, go to make up a complete trial.

THE PURPOSE OF A TRIAL:

Since speed is not the dominant factor what is? The answer is machine control and judgement. A rider sets off through an observed section trying to negotiate all the obstacles without losing control of his machine to the extent that he:

- (1) has to put a steadying foot on the ground (called footing).
- (2) stalls the engine of his bike.
- (3) rides outside the flagged boundaries.
- (4) comes to a halt (called a wheel stop).
- (5) falls off!

It's as simple as that—or is it?

SCORING SYSTEM: The scoring system is also simple. For each observed section:

ONE point is lost for footing once.

THREE points are lost for footing more than once.

FIVE points are lost for riding off course, stalling the engine, coming to a halt, or falling off.

FIVE points is the maximum that can be lost in any one section.

At the completion of the trial when all competitors have ridden through all the observed sections, the points lost are totalled up and the rider with the lowest score wins.

RIDING TECHNIQUE: At this point it is helpful to compare trials riding with golf. In both sports the contestants use their skills to try to overcome obstacles of nature. So just as a golfer must choose his club, assess the condition and judge the hazards so, in a basically similar manner, must a trials rider.

A trials rider has not the opportunity to practice riding through an observed section before his official turn occurs—that's one of the rules of the game! Instead he may walk through to judge the lie of the land. Just where will he guide his machine to have the greatest chance of success? How much power will he use, and where? Will he use 1st, 2nd, or 3rd gear? How fast will he go? Where will he have to exert most effort to control the balance of his machine? All these questions and many others have to be answered. This is where skill and science play their part and why trials riding offers a challenge unique to this branch of the sport.

TRIALS BIKES: No ordinary motor cycle will ride over the hazards which a trials bike encounters at every trial. Nor is a moto cross machine suitable. What are the requirements?

Firstly, good ground clearance to get over logs and banks.

Secondly, special tyres to get as much wheel grip as possible in slippery conditions.

Thirdly, specially low gears to get good pulling power at low speeds.

Fourthly, a docile motor which will run reliably at very low speeds but can be "screamed" in an emergency.

Fifthly, a nicely balanced bike—not too heavy—with handlebars and footrests positioned so that a standing stance will give the best machine control

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SAMMY MILLER — TRIALS RIDER EXTRAORDINARY

Trials king Sammy Miller is the longest reigning and most polished professional in the business. At 35 he has won over 500 events including 11 consecutive British titles and two out of three European Championships so far staged. When it is realised that the British and European titles are won annually on best performance over, not one, but as many as 10 national trials the magnificence of his performance begins to be appreciated.

What makes a man like Miller tick? His determination sticks out a mile. But determination is not enough. Other riders possess the same determination yet they have failed to match the Miller magic. The will to win and strict self discipline are part of his makeup. He has an infectious enthusiasm and a never satisfied quest for perfection. He is a gifted engineer. He never stops trying new ideas to keep a jump ahead. But above all, he is the best!

However it was in the field of road racing that he first gained distinction. He beat Mike Hailwood in those early years and was once tipped as a potential world road racing champion. But by the time the Mondial factory, for whom he was a works rider, quit the international road racing scene in 1957 his interest had already turned to trials riding—but not before he had successfully briefly sampled grass tracking, sand racing and scrambling. He had already launched his trials career in 1953, in his native Belfast, on a machine which he had built himself. A description of the trial noted, "A tall ungainly youth, dwarfing his machine, with his tongue hanging out half the time!"

But that first machine sparked the desire for better things. Whilst he was a competition rider for the Ariel factory he completely transformed a cumbersome machine into the lightest 500 cc bike ever seen in modern trials. When the Ariel factory was absorbed by BSA so was Sammy Miller. But the BSA factory could see no future in the sport of trials and so he looked abroad. The result was Sam the Bultaco man. In contrast to the apathy which he found in British factories for trials and trials machines, Bultaco were eager to use his specialist knowledge and technical skill to develop a trials bike of their own. The now famous Bultaco "Sherpa" was created.

In his first year with "Super Sam" piloting it the results were devastating. Since then the exploits of "Sam and his Bultaco" have become legendary. So effective has been his winning message that the British trials scene has been completely transformed with four stroke engined trials bikes practically extinct through tougher and tougher observed sections to try and stop the Spanish two strokes.

And what now of Sammy Miller? He is the first to admit that he has never been a popular person and has to make a tremendous attempt to be sociable. This has not endeared him to some of his rivals—nor at times to trial spectators! Most though have to begrudgingly admit his record. Some say that at 35 he is past his best and beginning to lose his magic touch. As you see him riding today you'll be able to judge for yourself. No matter what your verdict, the world is unlikely ever to see such a magnificent trials rider again.



An American View of Sammy Miller

The Bultaco factory have been quick to realize, the potential of the American market for trial machines (20,000 off the road machines sold in 1969). Who better to introduce the gentle art of trials riding to the Americans than Sammy Miller? We quote from an on the spot observer: "It was close to 2:30 p.m. when the amateur—experts trials riders moved out onto the course. In the lead wearing number one was Sam H. Miller. He was cruising into the 107 degree heat of Goethe Park, fighting the dust and narrow turns like the rest. He had laid out the course that the determined riders were trying to beat; he had held the school on the previous day to help them learn how to beat it.

If trials riding gains the stature here in America that it now enjoys in Europe, history will give the quiet Irishman the credit for a first here too. Prior to the schools that Miller first held in 1968, the American trials events were usually a random affair, held occasionally by clubs and had little uniformity between the events held in one place or another, and absolutely no organisation. Miller had to educate most of the American riders from the ground up, starting with a proper course layout and then showing each aspiring trials rider what to do with it.

This process cost the sport a few old hands who didn't like to be told they had been doing things wrong, but in turn has gained hundreds of new friends who have had their eyes opened to a whole new sport.

So much for the trial which thoroughly tried all the 115 competitors and resulted in the best man losing 49 points. Sam Miller does not compete for any honours but was first overall by losing only six points.

When the whole Sacramento scene had ended, and we were headed back home, there was time to do some thinking. Sammy Miller is not the easiest person to get to know. When you ask him a question, he replies with a quick answer but does not ramble on. He says the least of all about himself. He is rather shy and does not care for a bunch of people hanging over him. When you consider this, coupled with the fact that he comes here to teach the art of trials, it means that it is quite an effort for him to get up in front of a group of people and conduct these schools. You might ask, why is he here? It is certainly not for the prestige or monetary gain, but rather because he is a dedicated man. In one of the few times that he did speak his mind he spoke of the goal that he wants to see achieved. He sees the sport of trials in the same light as most Americans see the game of golf. There is a good parallel between the two sports, as in both cases the man is putting himself against obstacles of nature. Both games are contests of skill, rather than speed or daring.

He knows the potential that lies in the future for trials in this country and has a vision of bringing it into being. We feel that this is the principle reason he may come again, and who knows, he has a habit of making a success of things and even carries with him the luck of the Irish!"

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COMPETITORS TODAY

1 TIM GIBBES — 250 cc YAMAHA — PALMERSTON NORTH

The name of Tim Gibbes is known throughout N.Z. in motor cycling circles probably best through his International Moto Cross activities.

But he has roamed the world before settling in N.Z. and has an amazing variety of exploits to his credit. He has ridden in U.S.A. cross country desert runs, competed in moto cross events both in U.K. and on the continent, ridden in English observed section trials, and competed with distinction in the famous International Six Days Trial—not to mention riding as a movie film stuntman!

His versatility, ability, and willingness to ride in any type of event is a byword. His forceful “press on” style of riding is not exactly suited to a studious approach to an observed section, but it is usually successful—and does he entertain the spectators!

2 DES ROLFE — 250 cc GREEVES — WELLINGTON

He has only been riding a couple of seasons during which time, with obvious enthusiasm, he has been improving his bike as he has been gaining experience in trials. He has been organising trials for the Ixion club this past year and has led the organising committee responsible for today's event.

His most recent claim to fame is finishing in this years Tauranga Scott Trial at Te Puke in torrential rain, (which eliminated all but seven of the twenty starters), with his machine having damaged and imoperative front forks.

3 CHRIS HARRIS — 200 cc FLUBBER SPECAIL — WELLINGTON

This sixteen year old rider now commencing his second year of competition has already risen to the top in trials riding.

On his home built machine he has been placed among the first three in all five championship events which he has contested since commencing his competitive career.

He struck top form a month ago by winning the North Island Championship at Hamilton. His machine is now far underpowered by modern standards and only his national ability—especially that of choosing a successful path through a section—plus light weight, keeps it competitive.

As N.Z. trials develop further he will have to be prepared to change to a modern trials bike.



"SAM the MAN" The indomitable and undoubted master of mud-plugging

For the eleventh year in succession, the unsurpassed ability of Sammy Miller, the rangy, red-haired, Hampshire-domiciled trials exponent from Northern Ireland, proved too much for his fellow competitors in the British Trials championship. Although lesser mortals challenged his superiority, Miller shrugged off the opposition with a season-long demonstration of uncanny skill. He trickled, plunged and leapt his way through the rocks of Scotland and the varying soils of England and Wales to claim the title which he so rigorously defends.

Sam owes a lot to Castrol GTX. GTX, the oil that survives the worlds toughest conditions. The oil they call the engine protector.



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The Engine Protector

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4 MIKE HARRIS — 250 cc YAMAHA — WELLINGTON

Usually more at home on the Bultaco which Sammy Miller is riding today. Over many past years has had considerable success in club and championship events both on the "Flubber Special" which his son now rides and latterly on the Bultaco.

In past years he has won six N.Z. Championships but now cheerfully admits to being at the age when it is difficult to strike winning form. However he asserts that trials riding is like fishing—while you're enjoying it, it is hard to give it up!

5 LEN HARROP — 175 cc B.S.A. SPECIAL—HAMILTON

Originally a rider of four stroke machines who competed in all types of events, including road racing. Len possess a happy go lucky approach which he has adapted to trials riding when he decided, whilst residing in Nelson, to purchase a Greeves.

He is still modifying and developing his machine as he gains experience in trials for his bike was originally a scrambler and a great deal of work is necessary to successfully convert a scrambler to a trials bike.

6 ERROL McCABE—175 cc B.S.A. SPECIAL — HAMILTON

One of North Islands leading trials riders, (he won the North Island Championship in 1969), Errol has for many years featured prominently in Hamilton trials.

He has always been a BSA man and his current bike built by himself especially for trials reflects his skill as a machine builder

Look closely and you will see the attention to detail and finish which has made this bike in Errol's hands one of the most successful in N.Z.

He is especially good at riding uphill observed sections in slippery conditions.

7 JOHN FICKLING — 250 cc JAWA — HASTINGS

Here is a good all round rider who will have a go at any event. His Jawa is really a scrambles machine, more suited to blazing away in a Hawkes Bay scramble than picking a path amongst rocks and slippery stones. However John has the natural ability to balance his machine in the most awkward situations and, besides surprising many riders of "pukka" trials bikes with his skill, he has gained many firsts in local Hawkes Bay events. Mounted on a genuine trials bike he would be a force to be reckoned with.

8 BOB COOKE — 250 cc BULTACO — MOTUEKA

A trials rider whose enthusiasm knows no bounds whether meticulously preparing his machine, organising a trial or riding with competence and style.

He is Nelson's top trials rider and always competes in an event with an immaculately prepared and polished machine.

Bob built up a very successful bike from a 200 cc roadster DOT which any rider would have been proud to own. However at one trial he accepted a ride on a Bultaco and, in his own words, "Didn't want to give it back!"

His objective he says is to place Nelson on the map as a mecca for trials riders. Certainly the high standard of the event—and the hospitality—at this years South Island Championship was a good starting point.

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9

BILL WALCH — 200 cc JAMES — NAPIER

The Hawkes Bay Motor Cycle Club are fortunate indeed to have an enthusiast of the calibre of Bill Walch. Not only a trials enthusiast for who nothing seems to be too much trouble but also the editor of the most newsy club bulletin probably in N.Z.

His James has undergone many changes since Bill first started riding in trials, to turn it into a machine which has won many local trials.

He was most unlucky at the North Island Championship trial a few weeks ago at Hamilton to strike gearbox trouble.

10

ALAN REDDIE — 500 cc SPRITE — TOKOROA

Alan rode a small capacity BSA Bantam for some years in trials before turning his attention to a larger capacity machine with more scope for other events. His present twin cylinder bike is robust and powerful but hardly the best ware for trials. Alan must feel its excessive weight as he has to struggle to keep it on course over rough ground. In spite of this his ability shows through. Who could forget his penalty free ride during the North Island v's South Island trial last year at Palmerston North as he balanced his way through the most difficult bouldery section when riders on far lighter machines were in all sorts of trouble

11

PETER ARCHER — 250 ccc FUBAR — CHRISTCHURCH

His machine started life as a conventional trials Greeves way back in 1961. Peter rode consistently well on this machine and took high placings in local as well as national events. He also competed in beach races, hill climbs etc on the same machine.

Two or three years ago he put his ideas on improvements into practice and, hey presto! a most functional and unusual trials bike.

Noteworthy is the hand made petrol tank at carburettor level to completely alter the balance of the bike and make it far more manoeuvrable. Also a reorganised exhaust system. Note too that Peter prefers to use trials tyres front and rear for his results—results which include second place in last years N.Z. Championship.

12

TREVOR RNOWICZ — 150 cc BSA — PALMERSTON NTH.

Another Palmerston North stalwart in the trials game who has always kept to small capacity BSA's. The engine of his bike has been tuned though to give it far more power than when it was in a road bike.

These days as observed sections get steeper and steeper Trevor is finding it just a little bit difficult to get himself and his bike to the top of the hills. In spite of these setbacks he always approaches he section obstacles, no matter how terrifying, with an optimistic cheerful spirit.

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NEVILLE BRECHLEY — 250 cc DOT — HASTINGS

13 Neville is as keen as they come. And who wouldn't be with father "Snow" Breachley competing in and winning trials for years past. The Napier-Hastings area has the enviable reputation of having the fastest growing group of trialists—admittedly some of them are very young—but all as keen as mustard. So here are the very conditions where the trials riding standard will rise in leaps and bounds.

To meet this challenge Nevills has recently changed to his present 250 cc DOT from a smaller engined bike on which he has had many local successes.

14 ROBER TRUSH — 200 cc COMERFORD TRIUMPH CUB — CHRISTCHURCH

A lot of work has gone into Robert's machine to make it very suitable for N.Z. trials. In his hands it performs outstandingly well, having light weight, a wide power range, and most important low speed docility. It is equipped with a most special electrical ignition system which avoids the extra weight of a battery.

In the last year from a rider who sometimes rode erratically, although always showing skill and potential, he has come to the top and, in well merited style taken both the N.Z. Championship and also South Island Championship honours.

His strong point is riding on slippery rocks where he shows amazing balance and machine control. He prefers to use trials tyres (instead of kaobblics) on his bike for best results.

15

BILL MOFFAT — 250 cc SPRITE — WELLINGTON

More than ten years ago Bill graduated from scrambling on a big four stroke scrambler to specialize in trials.

His first machine was a 200 cc Francis Barnet, then came a DOT and finally his current Sprite which is very nicely prepared.

He has been constantly improving the Sprite and the recent addition of the latest design of front telescopic forks to it has made it very competitive.

Bill has always demonstrated excellent machine control and has been consistently well placed in both club and national events. In good riding form he never looks as though he is going to put a foot wrong. He highlighted his career by winning the N.Z. Championship in 1962.

16

RON HEBBERD — 250 cc H.E.B. — BLENHEIM

Ron would always take first prize as the rider who enjoys trials most. He would be the first to admit that his bike seldom goes exactly where he has aimed it but, in spite of this contrariness he always manages to get through the sections.

He has always been a real trier and indeed is the mainstay behind trials in the Blenheim area.

Few competitors will forget the experience of seeing Ron out of control at a trial in Nelson. His machine ran backwards down a steep bank, with him astride, and smote a tree mightily. Did that cheerful smile waver—never!

17

FRED FORGE — 250 cc GREEVES — HAMILTON

Fred was in the unusual position of owning a genuine trials bike and yet not competing in trials. That was until recently. He owns a farm and regards his trials Greeves as the most valuable and versatile implement he could possess for surveying his flock.

Caught up in wondering if trials riders could really go where he couldn't he wheeled out his bike whilst the North Island Championship was being run on his farm and had a go. He was surprised at the sport which he had been missing. Need we say more?

18

DENNY TURNBULL — 175 cc BSA — PALMERSTON NTH.

For quite a few years Denny rode small capacity BSA's in trials. Although he did well in local events he was never able to head off the top group of riders in open trials. But then out came the hacksaw and welding plant last year and a more versatile bigger engined machine with better suspension was created.

The result was that he won highest placing in the annual North Island v's South Island trial last year and came third in the recent North Island Championship at Hamilton.

With his skill he is assured of a successful future in trials.

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19

RICHARD STEVENS — 200 cc TRIUMPH — PALMERSTON NORTH

Richard is a relative newcomer to the trials riding scheme but is keen to gain experience and keen to ride his bike in tough trials riding conditions. He travelled to Hamilton to compete in the North Island Championship and found the experience invaluable. This trial was not the easiest to ride on a bike which, of necessity, has a fairly narrow rear tyre. Where the observed sections are grassy and slippery the biggest knobbly tyre is needed to find wheelgrip.

20

PETER McKEGNEY — 350 cc MATCHLESS — WELLINGTON

Heavyweight four stroke machines have been outmoded for trials, both in N.Z. and overseas, for quite a few years now. Most riders with any experience say that it is not possible to look other than a looser whilst riding one. Peter is the exception that proves the rule. His aggressive nuggety approach to any trials obstacle, and his subsequent success, never fails to strike terror into the hearts of the two stroke riders brigade. An outstanding rider completely at home with the heavyweight demands of his bike and usually kitted up in shorts and gumboots even in the coldest weather.

21

REG FOWLES — 200 cc TRIUMPH SPECIAL — WELLINGTON

Reg brought his trials riding enthusiasm with him from England where he used to compete in Essex trials.

For several seasons, besides organising Ixion's trials he rode a trials James before building a bike to his own design. From the lessons learnt he has, this year, created another machine with a Trimuph Cub engine in it.

There is still a little development to go before the bike is running to his satisfaction but he is always keen to have a go in trials, which are his speciality, no matter where they may be.

There is no doubt about it a trial in Wellington without Reg competing would have an essential ingredient missing.

22

BOB McCALLUM — 250 cc GREEVES — CHRISTCHURCH

Bob has always been a stalwart of many years in Christchurch events. He spent a year or two in Wellington and, not having a suitable bike at the time, concentrated on assisting with the organising of trials here. He has firm ideas about various aspects of trials and is always prepared to argue their merit.

Always a consistent tryer Bob can be relied on to turn in some creditable performances in difficult observed sections.

He is still in the process of modifying the layout of his machine to meet his requirements.



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TRIALS RIDING IN NEW ZEALAND

N.Z. trials have come a long way in the past ten years. From generally small 125 cc bikes, whose limit was negotiating around a zig zag formation of flags on near level ground, there is today a serious attempt by trials organisers to provide a real challenge to the modern competitor.

The hazards of rock, mud, stream bed, hill and anything else have all been toughened up to meet the increasing skills of riders. Machines are changing too, from under powered tiddlers to modern 250 cc machines designed especially for the job.

What are the changes expected in the future? Most certainly we will see a wider variety of bikes, including the popular U.K. mini trials bikes which seem so suitable for riders starting off in trials, because of their light weight, ease of control and good power output.

With the friendly cooperation which is received from farmers (without which there would be no trials at all) it should be possible in the future to choose favourite observed sections on various farms and ride on the road from one to another. This is common practice in the U.K. and brings in the very best standard of section and the widest possible selection of different types of ground.

To meet this ideal however tyres would have to be changed away from knobblies so that the present bikes could be ridden on the road. Genuine trials tyres would provide the solution, put N.Z. riders on the same basis as other countries, and introduce even more skill into the sport.

Yes, whichever way you view it trials riding has a developing future ahead.

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JOCK CAIN — 250 cc JAMES — WELLINGTON

23

Road racing and Nortons were synonymous when Jock's name was mentioned over the years in the South Island.

Since settling in Wellington he has competed in a wide range of events but has been really bitten by the trials bug. At first he used his trusty ride to work 150 cc B.S.A. Bantam in trials to become initiated.

This has given way to a James which he has modified with sturdier front forks and lately with a more powerful 250 cc motor to cope with those extra steep gradients.

ERROL BOCK — 350 cc AMC — WELLINGTON

24

Errol rode in trials some ten years ago on a competition Matchless when four stroke machines were in their hey-day. He always turned in steady performances and could be relied on to compete as a team member in the annual B.S.A. challenge trial between Ixion and Manawatu Orion.

He gave away trials for a few years but a ride on Peter McKegney's Matchless at an Ixion Greybeards trial a year ago rekindled his interest.

Firmly a heavyweight fourstroke man his current machine has just been completed.

KEN HOSKING — 250 cc BUTLER — CHRISTCHURCH

25

The bike which Ken rides was all the rage a few years back in U.K. At this time Butler were taking many of the major placings in trials because of their better springing, (note the unusual front forks), compared with contemporary bikes.

Although still a competitive machine the Butler has no longer an advantage as the design of other makes of bikes has advanced.

Ken is rapidly becoming used to his bike and, as he builds up experience, so his placings will improve on the very reasonable standard which he has already achieved.

DAVE THORNLEY — 250 cc SUN — WELLINGTON

26

He has always been the stylist of the Wellington trials group. Slightly built Dave uses incredible angles of body lean to guide his bike around or over the most fearful observed section hazards.

He is a consistent rider drawing high places in both club and open competition. On several occasions he has been Ixion's best scorer in the annual trials competition between Ixion and Manawatu-Orion. He gained a well deserved second place in the North Island Championship trial in 1966.

REES SAMUEL — 500cc AJS — WELLINGTON

27

His forte is scrambles and moto cross riding on his C.Z. But, in the winter time trials season, Rees belongs to that small band of heavyweight fourstroke bike riders who are prepared to turn out and have a go at come what may.

At times, in spite of his cumbersome machine with its comparative lack of manoeuvrability, he will perform outstandingly in a very difficult observed section which defeats most other riders. This surprises even himself!

When there is a boggy section to be overcome no one will charge it more determinedly or with a greater smile on his face than Rees.

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COLIN DENBY — 200 cc FRANCIS BARNET — WELLINGTON

A young first season trials rider who is only just getting into his stride and learning to get to grips with his bike.

He took over Des Rolfe's bike when the latter changed to a Greeves and this has meant that he has not had the usual headache of modifying a machine as he is learning to ride. With more experience in tackling various types of trials sections he should have growing success.

TREVOR ROSE — 175 cc C.Z — HAMILTON

Trevor's home built trials bike is probably unique in that he has chosen an engine which is not normally regarded as suitable for trials work.

However with the tuning which he has carried out the motor now performs very well. The workmanship and layout of the whole bike is a credit to him.

At local trials he is always amongst the leaders and his strenuous attack on some of the slipperier sections at the recent North Island trial were most spectacular.

30

PETER MARTIN — 175 cc BSA SPECIAL — HAMILTON

Peter has always been associated with the work of Errol McCabe when it comes to trials bikes. His BSA shows the same meticulous attention to detail design and a direct similarity to Errols.

It is no surprise then to find that both riders are very evenly matched in trials competition and each has a long list of successes in local trials and consistently good placings in national events.

Peter always shows excellent machine control and he rode particularly well to take second place in the recent North Island Championship.

31

**STEVE ROBERTS — 360 cc HUSQVARNA
WELLINGTON**

His scramble and moto cross machines which he has built himself are comparable to world design standards.

Steve is really a keen scrambles and moto cross rider who contests events all around the North Island. His balance, machine control, and stylish riding have always singled him out in a field of riders.

His machine which he rides today is a most successful scrambler but not altogether suited to trials riding.

32

BOB LEWIS — 250 cc DOT — PALMERSTON NORTH

In an area with only a small group of trials enthusiasts Bob has been the mainstay behind maintaining that interest. He has been Manawatu Orion's trials organiser for some years and although he started off on a 200 cc bike he brought himself up to date with a more powerful 250 cc machine two years ago.

Bob is always a trier and competes in events both at Palmerston North and throughout the North Island. He was handicapped from obtaining a better placing in the North Island trial when one of the foot-rests broke off his bike on the first day.

33

HUGH ANDERSON — 400 cc HUSQVARNA — HAMILTON

Hugh achieved world fame for both himself and N.Z. when he won four World Road Race Championships between 1963 and 1965 on works Suzuki's. He has retired from road racing now and turned to moto cross riding since returning to N.Z. He is currently N.Z.'s best moto cross rider.

Just a little over a month ago, for interest sake, he competed in an observed section trial on his powerful moto cross machine and nearly won the trial!

Since then he has had a clear win against all comers in the Tauranga Scott Trial.

His Husqvarna can in no way be called a suitable trials bike and it is only his outstanding and unique talent for motor cycle riding—that which has won him world championships—which overcomes his machine's limitations.

It would be interesting to see him on a genuine trials bike.

Sammy Miller

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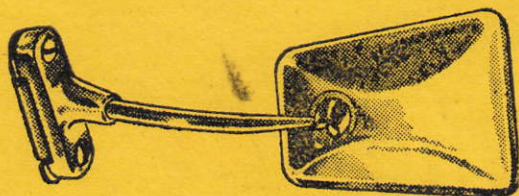
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